

FOR EUROPE & AMERICA
INDIA, AUSTRIA, &c, and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$15
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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PORTLAND CEMENT.
In Casks 275 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.35 per bag ex Factory
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General Managers.
Hongkong, 23rd April, 1908.

COLD STORAGE
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods
G. K. HAXTON, Manager.
Hongkong 1st April, 1908.

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POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
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Hongkong, 13th March, 1907.

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26, DES VŒUX ROAD, CENTRAL.
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WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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7.00 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.30 p.m. ... Every 15 minutes.
12.45 a.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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General Managers.
Hongkong, 9th May, 1907.

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LATEST COLOURS AND DESIGNS.

SILK NECK WEAR.

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Antiseptic Aids to the Maintenance of Personal Health

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The Standard Antiseptic Preparation

THREE SIZES \$0.70, \$1.25 AND \$2.00.

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A Frictionary Dentifrice for Employment in Conjunction with Listerine

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An Antiseptic Detergent

70 CENTS PER TABLET.

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LISTERINE SPECIALTIES

FOR SALE BY

WATKINS LIMITED.

CHEMISTS AND DRUGGISTS,

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31 Queen's Road Central.

Hongkong, 12th June, 1908.

GENUINE EAU DE COLOGNE

DISTILLED BY

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A MOST DELICATE AND COOLING PERFUME FOR USE IN THE
HOT WEATHER. DELIGHTFUL IN THE BATH.

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CHEERY WHISKY,

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THE "DADE" LOOSE LEAF
LEDGERS.

TELEPHONE NO. 75.

CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.

Hongkong, 3rd July, 1908.

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OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE
making it for playing purposes as good as new.
(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS,
THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHES A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can
be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LTD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

Hongkong, 6th April, 1904.

THE TOR HOTEL LIMITED, KOBE.

A STRICTLY FIRST CLASS HOTEL.

Accommodation for 200 Guests.
Large and spacious Out-of-Rooms only.

<p

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DE ST. MARCEAUX & CO.,
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VINTAGE 1900.

VIN BRUT
AND VÉRY DRY.

1 Doz. QUARTS,	\$12.00.
2 Doz. PINTS,	\$64.00.
"	"

CRÈME D' EPERNAY.

A CHAMPAGNE OF FINE QUALITY.

1 Doz. QUARTS,	\$25.0.
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A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS.

Hongkong, 15th July, 1908.

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P. O. BOX: 34. TELEPHONE NO. 12.

BIRTH.

On July 9th, at the Poplar, 141a Bubbling Well Road, Shanghai, the wife of MAX HOMBERT, of a son.

DEATHS.

On July 13th, at Peak Hospital, MAUD, infant daughter of Mr. and Mrs. H. Haynes, aged 1 year and 11 months. Deeply regretted.

On Jul. 10th, at the Shanghai General Hospital, JENNIE WADE, aged 47 years.

HONGKONG OFFICE: 104, DES VŒUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 15TH, 1908.

HIS EXCELLENCY THE GOVERNOR rightly described the Bazaar which he opened last Friday as an historical event. Undoubtedly the occasion is worth more than passing notice. It is not merely an effort, in the highest degree praiseworthy, to raise money with the laudable object of alleviating the wholesale suffering and distress caused by the flood in South China, but it is an appreciation of Western methods. It is a tribute to the wisdom of the Occidental, and in paying this compliment to the West the Oriental does not dishonour himself.

There are people, of course, who cavil at Bazaars, people whose ultra moral sensitiveness or parsimony regard them as immoral or dishonest, but most folks are content to ignore a discussion of the ethical considerations involved and to accept the institution with all its faults as the only method of appealing to the populace when money is required for deserving causes, which offers the greatest prospect of success. Bazaars might not be necessary if the financial result desired could be obtained otherwise. Subscription lists go a long way—and, after all, where a community is moved with compassion for those in distress there is nothing more effective than the direct appeal to their sympathy and generosity—but the

Bazaar is something that may be regarded as supplementary. When people have given their quantum to any deserving object they feel that they have done their duty, but in spite of having contributed so much of their means for sweet charity's sake, they

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PROTECTION OF TURKISH SUBJECTS IN CHINA.

LONDON, July 14th.

It has been officially notified that Germany assumes the protection of

Turkish subjects in China.

OLYMPIC GAMES IN LONDON.

LONDON, July 14th.

His Majesty the King opened the Olympic games at Shepherd's Bush, where there was a grand procession

of two thousand athletes.

JAPAN'S NEW CABINET.

TOKYO, June 14th.

The new Japanese Cabinet has been formed. It includes—Baron Katsuma, Premier and Minister of Finance.

Baron Komura, Minister of Foreign Affairs.

Baron Hirata, Minister of Home Affairs.

Viscount Akabe, Minister of Justice.

Mr. Kamatsubara, Minister of Education.

Baron Oura, Minister of Agriculture.

Baron Goto, Minister of Communications.

The other portfolios are retained by the ministers who were in the previous cabinet.

General M. Terauchi, formerly Minister for War, will act as Minister of Foreign Affairs until Baron Komura's return from London.

REUTER'S SERVICE.]

THE NAVAL MANOEUVRES.

LONDON, July 12th.

In connection with the British Naval manoeuvres, a flotilla of nineteen torpedo boats suddenly steamed up the Thames and anchored at various points, eight of them at London Bridge, where the unprecedented sight attracted huge crowds.

It is stated that the principal objective of the manoeuvres is the capture of the Thames.

His Majesty the Kaiser, cruising in Scandinavian waters, unexpectedly appeared on Tuesday aboard the Imperial Yacht *Hohenzollern* in the Albeck Bight, where

Admiral Beresford's fleet lay at anchor.

His Majesty passed up and down the British lines the ships of which manned yards and saluted. The Kaiser standing on the bridge of his Yacht subsequently departed as mysteriously as he arrived.

PERSIA.

LONDON, July 12th.

Reuter's Teheran correspondent writes that the Persian Foreign Minister has formally expressed to the British representative, the Shah's regret at the placing of the British Legation under military surveillance.

MACEDONIA.

LONDON, July 12th.

The Porte has ordered the mobilization of twenty-eight battalions of Beldis in Asia Minor in view of the military disaffection in Macedonia, and has simultaneously sent a note to the powers requesting them to make urgent representations at Athens, Belgrade, and Sofia, with a view to stopping armed bands from entering Turkey.

INDO-CHINA.

LONDON, July 12th.

Inspector Dubarry of the Annamite Militia has been killed in an engagement with pirates in the province of Bac Ninh.

An Annamite professor interpreter has been arrested at Saigon for inciting a revolt, and the assassination of Europeans.

A report is current in Paris that the despatch of ordinary relief for the garrison in Indo-China will be hastened forward.

LATE TELEGRAMS.

[FROM INDIAN PAPERS.]

UNITED STATES PRESIDENCY.

London, June 24th.

Mr. Taft in an article in an English paper on "My conception of the Presidency," says the policies inaugurated by President Roosevelt must be continued.

THE OPIUM COMMISSION.

London, June 24th.

Sir E. Grey replying to a question by Mr. Theodore Taylor in the House of Commons said that Great Britain would certainly be represented on the International Opium Commission. Government would do its utmost to further the objects of the commission.

BIRTH OF A SPANISH PRINCE.

London, June 25th.

King Alfonso learning that a criminal was to be executed at Cordova this morning telegraphed to his son to commemorate the birth of his son.

London, June 24th.

The new Spanish Prince has been named Prince Jaime.

SOUTH AFRICAN UNIFICATION.

London, June 25th.

Resolutions appointing delegates to a convention to draft a constitution have been simultaneously introduced into the Cape Town, Bloemfontein and Pretoria parliaments. The governments have agreed to nominate delegates representing all parties.

CEYLON.

London, June 23rd.

Colonel Seely replying to Sir H. Cotton in the House of Commons, said it was the policy of the Ceylon Government an successive Secretaries of State to give well-qualified Ceylonese the preference over Europeans equally qualified in appointments in the public works. But where qualifications were not equal the best man must be appointed.

ENGLISHMAN CAPTURED IN MOROCCO.

London, June 23rd.

An Englishman named Clark Kennedy has been captured by tribesmen outside Tucum and is held at ransom. After Sir Harry Macleod's capture the Foreign Office published a warning to Englishmen to avoid risks as Government would ransom no more captives.

THE CANCELLING OF FIRE POLICIES.

Calcutta, June 23rd.

In addition to the fire insurance companies of Calcutta having cancelled most of their policies, the "Statesman" says the Calcutta Fire Insurance Association has reduced the raising of their rates from their present rate 34 per cent, giving a rebate of 2 per cent. For certain cases, and 1 per cent for certain other cases. This has caused considerable friction between the insurance companies and brokers, and there is said to be an attempt on foot to establish a local insurance company to whom all brokers and others might go completely boycotting the insurance companies.

FLOOD FUND BAZAAR.

First day's proceeds ... \$12,000

Second ... \$11,000

Third ... \$10,000

Fourth ... \$ 6,000

Total \$39,000

The results up to date must be regarded as satisfactory. It is tolerably certain that the amount which the promoters hoped to obtain by the Bazaar will be realized. Naturally the attendance has shown a little falling off during the last day or two, but that was only to be expected. The fair stallholders have not allowed their inexperience to tell against them in the discharge of their duties. They have, with that remarkable aptitude peculiar to the Chinese, risen to the occasion and the manner in which they exercise their arts of suasion could with profit be copied by some of their Western sisters at such functions. They are not too commercial in their methods, but yet they get rid of the articles they have for sale.

The Committee are hard at work and perfect order prevails.

The Theatre is doing well and numbers patronize it, especially at night.

Good business continues to be done with the pictures. "The first kitchen lesson" was yesterday reported as having attracted an offer of \$10. That sum has been increased by Mr. Li Ping Chio to \$50. Two pictures painted by Mr. Li Ping to \$50. Two pictures painted by Mr. Li Chuk Chuen presented by the Hon. Mr. Wei Yik, C.M.G., has gone up to \$150.

One of the stalls (supervised by Miss Ng Shi Hing and other young ladies from the Anglo-Chinese Girls school under Miss Eys) has done wonderfully well. Miss Ng Shi Hing in the lady who pinned the buttonholes on to the Governor's coat.

A contingent of girl students arrived here from Canton on Monday evening bringing with them 100 pieces of lovely embroidery to be presented to the Bazaar and to be sold by themselves for the benefit of the Fund.

The Committee beg to acknowledge with thanks the following further contributions:

Messrs. Campbell Moore, assortments of fancy goods.

Messrs. H. Price & Co. Ltd., 20 dozen bottles stout.

Dr. Gitzon (Alice Memorial Hospital), cheque for \$10.

Mr. Kwok Yik Ting, cheque for \$200.

Mr. Tang Chiu Man, cheque for \$200.

Mr. Fung Wing Shan, cheque for \$300.

Mr. Loeng Yee Kok, cheque for \$300.

BAZAAR PROPOSED AT CANTON.

The leading citizens of Canton have been so impressed with the success of the Bazaar in Hongkong that it is proposed to make a similar innovation in Canton. The Self-Governing Society has taken the matter in hand and it is expected that the project will take shape in a very short time. Should this undertaking be successful it will indicate a greater step in the path of progress than even the Hongkong Bazaar in breaking away from old custom, at least so far as the ladies are concerned.

THE TROUBLE ON THE INDO-CHINA FRONTIER.

Hand papers continue to contain reports of

conflicts with bands of Chinese reformers who are giving trouble on the frontier of Annam.

The latest account of this has been at Antsien where Commandant Leveque met a band of them.

He killed 15 and took four prisoners. He took possession of fifteen rifles and several hundred cartridges. Four of the rifles were of a 1902 model. One of the men killed was a chief and upon his person were found several objects belonging to the late Lieut. Reynaud.

There was no loss on the French side in this engagement.

The headman of Bac Quang succeeded in ambushing another band who were fleeing before the French troops. He took 50 prisoners and 27 rifles. The rest of the band is expected to be captured shortly.

DEATH OF MR. GUY BLOOD.

London, June 24th.

Mr. Charles Guy Blood will be learned with deep regret. This popular young architect, who had a promising career before him, passed away yesterday morning at the Peak Hospital where he had been brought from Canton in a state of collapse a few days ago.

Deceased came out to Hongkong about six years ago, and entered the service of Messrs. Palmer and Turner, architects, and the conscientious and efficient manner in which he discharged his duties made him respected by all with whom he came in contact. He was indeed an ornament to his profession and it is particularly sad that a life so full of promise should be cut short. His integrity and sterling worth were appreciated by everyone who knew him, and though socially he was quiet and unobtrusive yet he made many friends. Outside of his professional duties he devoted a great deal of his time to the work in connection with the Volunteers. He joined the corps as a gunner but such was his keenness that he quickly rose from the ranks. Less than two years ago he was the proud possessor of sergeant's stripes, and only twelve months ago he received a commission. As Lieut. Blood he acquitted himself no less admirably and he still remained the favourite with Right Half No. 2 that he always was. His loss will be especially felt by the Corps, the members of which turned out in good numbers yesterday afternoon to pay their last tribute of respect to one whom they all loved. He was 33 years of age, and deep sympathy is felt for his bereaved parents.

A JAPANESE STEAMER ASTORE.

On Wednesday afternoon the M. B. K.

chartered steamer "Seiko Maru" en route from Japan to Shanghai with a cargo of coal, ran ashore in the South-east Bay of the North Saddle Island. The attempt made to get the vessel afloat again were unsuccessful, and on Thursday the Shanghai Dock and Engineering Company were communicated with. The latter

company sent tugs and lighters and salvage gear to the stranded vessel and it is not expected that there will be any great difficulty in refloating the steamer. The "Seiko Maru" is an iron screw steamer and was built at Sunderland in 1882 by Messrs. R. Thompson and Sons. She is owned by the Seto Kaihatsu Kaihatsu, but is chartered by the Mitsui Bussan Kaihatsu. She is of 1,613 tons gross and 938 tons net register and her dimensions are: length, 241 feet; breadth, 34 feet; and depth, 17 feet. —N. C. Daily News.

WRECKS AND CASUALTIES.

SHIPPING ACCIDENT AT MANILA.

THE "CHINGTU" SINKS A CUSTOMS LAUNCH.

FOU LIVES LOST.

Through the blundering of someone who permitted Harbour launch No. 2 to go out to the bay in bad shape, says the Manila *Cablenews*, the boat was run down and sunk by the popular Australian liner, "Chingtu" and four men lost their lives.

The catastrophe occurred about a cable's length from the entrance to the outer basin. The approaching arrival of the liner had been telephoned to the pilot house from the semaphore station. Berthing-master Racioppi went out to the bay to meet her and escort her to her anchorage in Harbour launch No. 2. He was accompanied by Captain Garry the well-known chart agent and wrecker, the launch being skippered by Patron Pedro Dominguez and manned by a full complement.

All went well until the launch had made her curve and put about to come up under the starboard bow of the incoming steamer. At the critical moment, when the former was headed on the course of the lines and just safe manoeuvring distance away, under ordinary conditions, when the patron pressed the lever to go astern, the engines jammed and stopped.

Captain Brown of the *Chingtu* was on the bridge of his vessel and, with his mate, who was on the look-out forward, saw at once that something was wrong with the launch. In a trice, he signaled full speed astern to his engine room and, with commendable alacrity, the engines were reversed. It was too late, however, to save the launch, which had come right under the bows of the steamer. The momentum of the latter had gathered, coupled with that of the launch, which had laid her broadside within a handspan of the powerful liner's prow, doomed the little craft, and the inevitable happened. The launch was struck and disintegrated a few seconds later. The collision occurred about 2.23 p.m.

Immediately the launch was struck Racioppi leaped overboard, followed by Captain Garry and the seafarers. The engineer and firemen were below in the engine room, and Skipper Dominguez pluckily went to their assistance at the imminent risk of his own life. He got hold of one of the firemen and tried to pull him out, but the man got entangled in the crushed sky-light, and Dominguez had to leave him and jump for his own life, just as the launch went under.

The engineer and the other firemen had been dazed by the concussion and were unable to help themselves. Captain Garry, and the berthing-master also, behaved with notable heroism. The officers, crew, and passengers aboard the liner had united to help the people in the launch when their destruction became a certainty. A boat was lowered away and put off almost coincident with the crashing noise which told that the launch was razed to the water and the life-belts were within easy reach of the men adrift in the waters of the bay.

The steamer had been brought to a dead stop, after giving a few strokes astern and lay to take in the survivors, if necessary. The quarantine officer's launch and the Mariposa, *Messrs. Yachau's* boat, which happened to be on a course nearly, came alongside, while the *Chingtu* a dining, the mate in charge, picked up the people battling with the heaving swell for breath and life, cautiously and rapidly.

Garry and Racioppi succeeded in getting hold of belts, but the Filipinos, then panting with exhaustion, seemed too dazed to realize that safety lay in reaching for them and holding on to them. Garry threw his belt to a sailor who was just on the verge of giving up and sinking. It probably saved the man's life. Racioppi also preferred to remain kicking on his back to keep afloat while another sailor secured his buoy and awaited the dinghy. The berthing-master was the first to be taken aboard by the crew of the dinghy. He was badly spent and immediately fainted. Garry was next pulled aboard, and then the skipper of the launch and one of the seamen. The two other sailors were rescued by the Mariposa. All were speedily transferred to the quarantine launch rendered first aid while the launch steamed up to the quarantine landing, where an ambulance telephoned for by Patrolman Platt, of *Messrs. Yachau's*, was waiting.

Racioppi had remained unconscious from the moment he was picked up by the *Chingtu's* boat's crew. He was apparently far gone when he was carried gently into the ambulance all efforts to restore respiration were unavailing. A marine board of inquiry was to be held at the custom-house, on the 11th inst.

The bodies of the engineer and two firemen who went down in founders launch have not been recovered.

The drowned official, Racioppi, was an Italian seaman who had emigrated to New York as a lad. He had an excellent record, and was a hero man of 55 years when cut off. Prior to securing the position of berthing-master, he had been in command of a coastguard steamer. He was well liked, both by the officials of his bureau and marine mariners calling at this port.

Patron Dominguez was interviewed by a representative and the story he tells (says the paper) will put someone in the pillory. Dominguez was not anxious to talk and modestly declined any credit for the coolness and pluck he displayed under such trying circumstances. Asked if he could say why the engines refused to obey the lever, he thought for a moment and then said:

"Yes, I can."

"How was it, Captain?" queried the reporter.

The patron answered that on the previous evening while the launch was going to her berth, the engineer reported that the piston rod of the reversing cylinder was broken; so, that morning, the piston was taken out and sent to the shop to be repaired or replaced by a new one. The matter was reported on Thursday evening, to the launch foreman, Mr. Scott, he said. When the launch started on her fatal trip she did so without the reversing piston and that was why the engine jammed when the skipper directed his engineer to go astern.

Skipper Dominguez shrugged his shoulders when asked how it happened that the launch was permitted to go out in such a helpless condition—minus one of the most important parts of her machinery. He indicated that "that was not up to him."

Three Commissioners appointed by the Japanese Patent Bureau have concluded their investigations, for a revision of the Trade-marks Regulations, with regard to foreign regulations. The "prior application" principle adopted by Japan could not prevent all piracy and check foreign signs, but it is now proposed, so says a Tokyo paper, to blend together the principles of "prior application" and "prior user." The appearance of a "prior user" within three years will nullify the trade-marks once registered. The revised Trade-marks Regulations, together with the Patent and Design Laws, will be submitted to the Diet next session.

"A BOMBSHELL IN MANILA BUSINESS CIRCLES."

AN ARMY PURCHASE OF FOREIGN CLOTH VETOED.

A special cable to the *Cablenews*-American states that—President Roosevelt has disapproved the action of the military authorities in Manila in contracting for the purchase of foreign khaki cloth for the manufacture of uniforms of the army, and has vetoed the purchase.

The action of the President in disapproving the purchase of khaki in the Philippines for the manufacture of uniforms for the troops will come, our Manila contemporary says, as a bombshell in local business circles. There is no explanation offered for the action. The President has simply vetoed the purchase of foreign made material. It may be that the labour and the manufacturers have become native and influenced the Chief Executive. If this is not the case, then the reason is that the President is fully informed of the facts in the case. The khaki used in the manufacture of clothing in the Philippines is English cloth and is the best khaki cloth made. In fact it is the only real khaki cloth to be obtained anywhere in the world. Throughout the army it is a notorious fact that a cloth manufactured in the United States and sold to the government is of inferior quality and is of a very bad colour. That its colour is bad to start with and every washing makes it worse. The cloth fades, not always in a uniform manner but frequently in spots. It is not the true khaki colour.

The secret of dying cloth the khaki colour for khaki is a colour and not a special weave of cloth—is possessed by a firm of English dyers and they have not given it away to anyone. Experiments by the hundred have been attempted, but all have failed. In the United States thousands of dollars have been spent by manufacturers and weavers in an attempt to secure the colour. Their efforts have been unsuccessful, the nearest they have obtained is the mud-coloured fabric that is seen here frequently in soldiers' gear from the United States. No officer of the army or marine corps will wear the United States khaki except when he can get nothing better. The cost of manufacture of uniforms in the Philippines is almost a dollar gold less than the cost of manufacture in the United States. The Democratic Party declares for the independence of the Philippines Islands as soon as possible.

The United States should declare this independence with a protectorate by America until neutralization agreed to by all the great Powers can be arranged.

The following "special cablegram" appears in the *Cablenews*, Manila:

Denver, Convention Hall, July 10, 9 a.m.—William J. Bryan was nominated for the Presidency of the United States on the Democratic ticket a few minutes ago.

I send this the great auditorium is almost rocking with the cries and stamping of ten thousand men.

The Convention sat all night and Bryan was nominated on the first ballot.

The platform has adopted the following planks:

The Democratic Party declares for the independence of the Philippines Islands as soon as possible.

The United States should declare this independence with a protectorate by America until neutralization agreed to by all the great Powers can be arranged.

No subsidy for the merchant marine.

The railroad should be valued by the government at a fair estimate, and the rates arranged to give a proper interest on the real investment and not on the watered stock.

THE AMERICAN PRESIDENCY.

MR. BRYAN ON THE DEMOCRATIC POLICY.

In a recent address Mr. W. J. Bryan outlined what the principal issues put forth by the Democrats during the coming campaign would be and indicated what might be expected in the Denver platform. In part he said:

"We are just beginning a national campaign. The Republican party has been in power for the last fourteen years and will in the coming campaign seek for a continuation of the power. The Democrats will present criticism of Republican management and propose a change in the personnel of the offices and a change in the policy to be pursued.

"The Democrats will ask for the election of Senators by a direct vote of the people in order that it may be easier for the voters to control the Government; the Democrats will ask for legislation against the trust in order that the people may be protected from monopolists; the Democrats will ask for the reduction of the tariff, in order that the people may be relieved from excessive taxation; the Democrats will ask for effective railroad legislation, that the people may be protected from watered stocks and flotation capitalization, for until we know what the railroads are actually worth we cannot determine what they should collect in the way of transportation rates; the Democrats will ask for a reconciliation of the differences between labour and capital, that these two important factors in business may work harmoniously together.

The Democratic party will oppose imperialism, which is violating the fundamental principles of our Government, and is at the same time increasing our expenses for Army and Navy. The Democratic party will ask for legislation, State and National, to protect bank depositors and to prevent panics.

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THE AMERICAN FLEET.

SAN FRANCISCO, THE BREWERS' PARADISE.

A month ago it was announced that over a thousand men had deserted from the American battleship fleet since its arrival in Californian waters. The sailors had been treated with such superabundance of hospitality by the enthusiastic inhabitants of the coast that they had become dissatisfied with life on board, and were deserting by scores. The depletion of the crews was regarded as so serious that recruiting stations were opened in all ships of the fleet. As the fleet still had another month of exposure to the demoralizing effect of California hospitality, Admiral Schaeff and his officers were told of their wives and as to how to stop the steady flow of deserters.

The sixteen battleships of the fleet have a total complement of 12,365 men.

San Francisco, remarks a London paper, has attracted deserters from warships, the explanation being probably the extremely high rate of wages prevailing on the Pacific slope.

A seaman who would only earn \$1 or 2 per week afloat in the naval service could without any difficulty secure \$5 or \$6 ashore. This is a great inducement to "run," and it is felt by the United States warships as well as by those of other Navies and by all merchantmen.

Even in the British Navy, with its high standard of patriotism and discipline, the temptation of the large wages to be earned abounds often leads to a heavy list of deserters.

On the subject, and the documents should serve a useful purpose in bringing home to the logical anti-slavery men the extremely difficult complications that repression in countries further East have got to face. Ceylon has to give the new legislation a fair trial, and the customs, for one, must endeavour to be equal to the task. The matter will have to be watched for a few years; but it will be impossible to maintain a reliable system where results can be accurately noted. For example, the additions to the ranks of consumers of opium will be impossible to discover, and to record the additions to the ranks of consumers of alcohol that the closing of the opium shops will bring about. Naturally the Government are selling the arrack rents for a single year this time, and expect a considerably larger revenue for 1910 than for 1909, and one of the justifications for this must be the experience which the arrack rents are to gain of increased custom after the opium shops are closed.—Times of Ceylon.

INDIA OPIUM.

The Bengal opium revenue since April is shown by figures published at Simla on the 19th May, 1908, were \$180 and during the fortnight ending the 15th June, 1908, 497, making total of \$8,674. This includes 748 chests of Baroda opium. The total permissible exports during 1908 are 15,100 chests leaving the balance available for export up to the 31st December, 1908, 6,422 chests.

The number of chests of opium exported from Bombay from the 1st January, 1908 to the 31st May, 1908 were 3,180 and during the fortnight ending the 15th June, 1908, 497, making total of \$8,674. This includes 748 chests of Baroda opium. The total permissible exports during 1908 are 15,100 chests leaving the balance available for export up to the 31st December, 1908, 6,422 chests.

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued, until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Letters, P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS



CHOLERA.

OWING to the prevalence of Cholera in Canton and the surrounding districts, the public are hereby WARNED of the danger of eating uncooked fruit and vegetables.

The public are further informed that the boiling of milk or water prevents any risk of infection from these sources.

C. M. MESSER,
Head of the Sanitary Department.
Hongkong, 15th July, 1908. 1077

SITUATION WANTED.

ENGLISH NURSE desires Situation. Accustomed to the care of Children. Apply, in first instance, "NURSE," Care of "Daily Press" Office. Hongkong, 15th July, 1908. 1071

WANTED.

AN OLD STEAMER or SAILING VESSEL in sound condition and suitable for a Hulk, length not more than 200 feet; to be delivered in Shanghai. Full Particulars and cost to be sent to PARKER, ROBB & CO., 1a, Jinkie Road, Shanghai. 1072

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

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The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 22nd inst. to WEDNESDAY the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary.
Hongkong, 15th July, 1908. 1074

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POSTPONEMENT.

VOLUNTEER CONCERT.

THE GRAND PROMENADE CONCERT previously advertised to be held on the VOLUNTEER PARADE GROUND, on Saturday, the 18th instant, has been POSTPONED to SATURDAY, AUGUST 1st, owing to the death of Lieut. BLOOD.

Hongkong, 15th July, 1908. 1073

WANTED.

YOUNG MAN (English), seeks employment as Assistant in European firm. Competent Stenographer and Typist. Acquainted with General Office Work and Shipping, and speaks the Cantonese dialect. Excellent references. Apply "C.A." Care of "Daily Press" Office. Hongkong, 15th July, 1908. 1060.

NOTICE.

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The Hon. Mr. E. A. IRVING, Registrar General, will preside.

Hongkong, 14th July, 1908. 1066

KOWLOON HOTEL.

NOTICE.

THE Undersigned begs to Notify his Clients and the Public generally that he has admitted Mr. F. E. FRIED, STONE into PARTNERSHIP with him in the business of Importing from 1st July, 1908, under the name and style of "OWEN, STONE & CO."

O. E. OWEN,
Proprietor.

NOTICE.

M. R. P. E. FRIED-STONE has the pleasure to inform his numerous Friends and Acquaintances (ashore and abroad) that he has joined Mr. O. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN, STONE & CO."

He trusts that they will extend to the new Firm a share of their patronage.

Hongkong, 13th July, 1908. 1061

INTIMATIONS

NOTICE.

DRAPERY GOODS

CHEAP SALE
Apply to—
No. 51 and 53, WELLINGTON STREET,
DART LOONG.
Hongkong, 7th July, 1908. 1041

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher of Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—
B. R.,
Care of "Daily Press" Office.
Hongkong, 13th November, 1908. 1020

IN THE MATTER of the Estate of JOAO MARIA ANTONIO DA SILVA late of Victoria in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 53 of the Probate Ordinance 1897 made an Order limiting to the 2nd day of August, 1908, for sending in claims against the above Estate.

All Creditors are hereby required to send their claims to the undersigned before the said date.

Dated this 4th day of May, 1908.
J. M. PLACE DA SILVA,
Executor. 845

THE FLOOD FUND BAZAAR.

To be held at KENNEDY TOWN
From JULY 10th to 16th,
from 2 P.M. to 11 P.M.

GIFTS FROM EUROPEAN LADIES
AND GENTLEMEN for Sale at the
BAZAAR are solicited and will be highly
appreciated.

A OLD STEAMER or SAILING
VESSEL in sound condition and
suitable for a Hulk, length not more than
200 feet; to be delivered in Shanghai.

Full Particulars and cost to be sent to
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Proprietor.

NOTICE.

M. R. P. E. FRIED-STONE has the pleasure to inform his numerous Friends and Acquaintances (ashore and abroad) that he has joined Mr. O. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN, STONE & CO."

He trusts that they will extend to the new Firm a share of their patronage.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.
"MARMORA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of cargo by the above-named vessels are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:-

From London, &c., ex.s.s. Himalaya.

From Australia ex.s.s. Britannia.

From Calcutta, ex.s.s. Palawan.

From Persian Gulf ex. B. L. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th July, at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 9th July, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARIG"
FROM LEITH, MIDDLEBRO, LONDON
AND STRAITS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 24th inst. or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 17th inst. at 11 A.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by

GEIB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th July, 1908.

1055

NOTICE TO CONSIGNEES.

FROM CALCUTTA PENANG AND
SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 15th inst. will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No fire insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO. LTD.,
Agents.

Hongkong, 13th July, 1908.

1065

DAVID CORSA R. & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULIN
ARNHOLD, KARBERG & CO.
994 Sole Agents.

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. 660

S. IEN TING
SUGGEON DENTIST,
No. 19, DAUGILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 575

THORNE'S
OLD VAT

SCOTCH WHISKY.

SOLD AGENTS IN
701
HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Supplier to the House of Commons.

THIS VAT WAS STARTED BY THE LATE MRS. THORNE OF GREENOCK AND HAS BEEN SOLICITED SINCE 1801.

SHIPPING IN PORT.

STRAMES.
ANGHIN, German str., 1,001, C. Kimpel, 7th July—Bangkok 28th June, Rice and Wood—Butterfield & Swire.

AYUTTHA, British str., 694, R. J. Cardis, 9th July—Bangkok 3rd July, Rice—Order.

CHINH, British str., 1,142, J. Warbrick, 12th July—Haiphong and Hothow 11th July, Rice—Butterfield & Swire.

CHILLAS, Norwegian str., 1,102, H. Nielsen, 10th July—Salon 6th July, General—Aagaard, Thorson & Co.

CHIANG, German str., 1,021, F. Buckling, 12th July—Bangkok 4th July, Rice—Butterfield & Swire.

CHOWTAI, German str., 1,055, F. Spiesen, 12th July—Bangkok 5th July, Rice—Butterfield & Swire.

CHOWTAI, German str., 1,115, Reher, 12th July—Bangkok 5th and Swatow 11th, Rice and Meal—Butterfield & Swire.

CHOTSIANG, British str., 1,424, A. E. Sandback, 12th July—Shanghai 7th and Swatow 11th, General—Jardine, Matheson & Co.

COURTFIELD, British str., 4,597, John Wiseman, 25th May—Moj 20th May, Coal—Mitsui Bansen Kaisha.

DEVAWONGSE, German str., 1,157, F. Rebhault, 11th July—Bangkok 4th July, Rice—Mohor & Co.

DUFAR, Norwegian str., 1,102, J. Bing, 10th July—Chefoo 4th July, General—Aagaard, Thorson & Co.

FAUANG, British str., 1,410, Malkin, 28th June—Saigon 20th June, Rice—Jardine, Matheson & Co.

FOOCHOW, British str., 1,327, E. French, 9th July—Wuhu 4th July, Rice—Butterfield & Swire.

FOREST DALE, British str., 2,233, Noall, 6th July—Sourabaya 17th June, Sugar—Butterfield & Swire.

GILBERT, French str., 778, Donarion, 7th July—Haiphong and Hothow 6th July, C. and Mata—Order.

HANGANG, British str., 1,356, S. Wilde, 8th July—Chinkiang 3rd July, Rice and Beans—Jardine, Matheson & Co.

HINSANG, British str., 1,626, A. G. Smith, 12th July—Hongkong 10th July, Coal—Jardine, Matheson & Co.

HUNCHOW, British str., 1,237, E. Forsyth, 10th July—Amoy 8th July, General—Butterfield & Swire.

JAPAN, British str., 8,808, J. G. Olifent, 8th July—Yokohama and Moji 4th July, General—David Sassoon & Co., Ltd.

JOHANNE, German str., 952, J. J. Jensen, 18th July—Haiphong 9th July, and Hothow 12th, Rice and General—Jensen—Toyo Kisen Kaisha.

KATHARINE PAUL, British str., 3,075, W. H. Copp, 8th July—Calao via Yokohama and Kaka 12th May, General—Toyo Kisen Kaisha.

KINTUCK, British str., 2,995, B. G. Lewis, 30th June—Foochow 23rd June, General—Butterfield & Swire.

KWANGLI, Chinese str., 1,884, R. Lincoln, 11th July—Shanghai 8th July, General—Chinese.

KWEILIN, British str., 1,026, Hards, 8th July—Yangtsze Port 4th July, General—Butterfield & Swire.

LIGHTNING, British str., 2,122, A. E. Geniss, 12th July—Calcutta & Singapore 6th July, General—David Sassoon & Co., Ltd.

LOCKSAU, German str., 1,020, W. Thauber, 8th July—Bangkok 30th June, Rice—Norddeutscher Lloyd.

LOYAL, German str., 1,237, Fr. Natzins, 15th July—Saigon 8th July, Rice—Sander, Wiel & Co.

LUCHOW, British str., 1,216, Baddeley, 11th July—Newchwang and Chiefoo 6th July, General—Butterfield & Swire.

MANGUERA, American str., 8,750, J. W. Saunders, 6th July—San Francisco and Shanghai 3rd July, Mails and General—Pacific Mail Steamship Co.

MOELLA, British str., 1,272, F. W. Batten, 24th June—Fremantle 6th June, Sandalwood—Gilmour & Co.

NAMANG, British str., 4,038, P. M. B. Lake, 13th July—Moji 8th July, General and Coal—Jardine, Matheson & Co.

ORANGE BRANCH, British str., 2,197, J. McClelland, 12th July—Sydney via Port 4th June, Railway sleeper—Doddwell & Co.

PETCHABURI, German str., 2,180, C. Wolf, 6th July—Bangkok 1st July, Rice, Meal and Wood—Butterfield & Swire.

PROGRESS, German str., 1,841, Straus, 8th July—Samoa 30th June, General—Siemens & Co.

PROMETHEUS, Nor. str., 1,023, O. Korneliusen, 9th July—Saigon 4th July, Rice—Aagaard, Thorson & Co.

PROTEUS, Norwegian str., 1,046, C. Möller, 5th July—Bangkok 24th June, Rice—Aagaard, Thorson & Co.

QUEEN OLA, British str., 2,145, W. Mc Kay, 8th July—Cardiff 20th May, Fuel—Doddwell & Co.

REIDAR, Norwegian str., 6,300, C. Stangbys, 12th July—Moji 5th July, Coal—Mitsui Bansen Kaisha.

RUBI, British str., 1,619, R. W. Almond, 18th July—Manila 11th July, Sugar and Cigars—Shewan, Tomes & Co.

SHANTUNG, German str., 1,203, C. Gosselius, 8th July—Bangkok 30th June, Rice—Butterfield & Swire.

SHEIKH, British str., 2,828, F. W. Waver, 7th July—Moji 30th June, Coal—Mitsui Bansen Kaisha.

SHEILA, British str., 2,236, T. Ogilvy, 9th July—Puget Sound via Hakodate and Moji 3rd June, Flour—Doddwell & Co.

SHINANO MARU, Japanese str., 6,837, Kawara, 12th July—Japan and Shanghai 9th July, Flour, Coal & General—Mitsui Bishi & Co.

SUNGKIAN, British str., 987, G. H. Pennefather, 27th June—Cebu and Iloilo 23rd June, General—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, R. Stevens, 8th July—Shanghai 3rd July, General—Chinese.

TENTHIN, British str., 1,227, E. Monkman, 9th July—Wakamatsu 3rd July, Coal—Mitsui Bansen Kaisha.

TITAN, British str., 5,720, R. Day, 7th July—Taicoma via Port 10th June, Flour, Lumber and General—Butterfield & Swire.

TYMAH, Dutch str., 2,469, J. N. Bouman, 13th July—Amoy 12th July, General—Java-China-Japan Line.

TIPIANAS, Dutch str., 2,441, A. Pander, 12th July—St. James 9th July, General—Java-China-Japan Line.

TOOMORI MARU, Japanese str., 3,412, M. Winkler, 13th July—Moji 7th July, Coal and General—Nippon Yusen Kaisha.

VAUHALL, British str., 2,346, Bradfording, 12th June—New York 14th March, and Lisbon 6th June, Case Oil—Standard Oil Co.

YOOCHOW, British str., 1,838, F. Northcombe, 10th July—Shanghai 7th July, General—Butterfield & Swire.

ZWEENA, British str., 941, A. Ramsay, 9th July—Samarang 26th June, Sugar—Chinese.

SAILING VESSELS.

JUTERPOLIS, British ship, 2,480, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2,057, Tricker 2nd July—New York 12th March, Case Oil—Standard Oil Co.

SCIENTIFIC MISCELLANY.

THE PLANT WEATHER FORECASTING—CLIMATOGRAPHIC CONTRACTIONS—TAPPING A VOLCANO—OCCULT HEALING—HYDROPHOBIA DANGER—RIVALS OF THE DIAMOND—ELECTRIC HEAT FOR PLANTS—A MACHINE NOVELTY—SOLVING THE ANARCHIST PROBLEM.

For a score of years Prof. J. F. Nowack, the Austrian baron, has been studying the connection between sunspots and atmospheric and earthquake phenomena and the constant variations in colour and position of the leaves of *Arbutus precatoria nobilis*, the weather plant of Cuba and India. Collections of these plants now being made in London and New York are to begin a system of weather observatories. The system is to be soon extended to San Francisco, Bombay and Tokyo, and from the five stations it is expected that the northern hemisphere will be efficiently served with the following weather-plant forecasts. 1. Special charts, 24 to 28 days in advance, showing the "critical" barometric centers, with atmospheric and earthquake disturbances and risks of fire-damp explosion. 2. A daily general chart showing the movements of the critical barometric centers for 28 days ahead. 3. A daily chart showing lines of equal barometric pressure 2 to 7 days in advance. 4. A daily chart showing areas of rain, haze and foggy weather 2 to 7 days in advance. 5. Daily local details of weather within 60 miles 48 to 72 hours in advance.

The greatest known daily range of temperature is found in Arizona, where a change of 80 deg. in 12 hours frequently occurs, and where the mean annual temperature is 45 deg. in the north and 60 deg. in the south, with 120 deg. as a frequent summer maximum. The most equable climate, on the other hand, is claimed by Honolulu. The maximum temperature in 1907 was 89 deg. on September 3, the minimum was 68 deg. on March 13, and the yearly average was 73.82 deg. The yearly rainfall, 2.54 inches at Yuma and 24.65 inches at Flagstaff in Arizona, has averaged 30.55 inches for 16 years in Honolulu, with a minimum of 16.04 and a maximum of 50.30 inches.

SHIPPING.

ARRIVALS.

CHINOTU, British str., 9,260, W. B. Brown, 14th July—Australia via Manila 13th July, General—Butterfield & Swire.
CYCLOPS, British str., 5,747, H. C. Harris, 14th July—Singapore 9th July, General—Butterfield & Swire.
GOSEN, German str., 5,647, B. Wilhelmi, 14th July—Yokohama and Foochow 13th July, General—Meichers & Co.
HATAN, British str., 1,183, J. S. Roach, 14th July—Foochow July 11th, Amoy 12th, and Swatow 13th, General—Douglas, Lapra & Co.
HANGANG, British str., 739, J. Pannier, 14th July—Haiphong 9th July, General and Pigs—A. E. Marry.
HILDA, Norwegian str., 1,065, Selberg, 18th July—Saguenay 9th July, General—Order.
KWEILIN, British str., 14th July—Canton.
MOTUNI, British str., 4,935, J. Milne, 14th July—Foochow 12th July, General—Butterfield & Swire.
NIPPO MAN, Japanese str., 6,168, W. W. Greene, 14th July—San Francisco via Ports 18th June, General—Nippon Yusen Kaisha.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

14th July.
Agritha, British str., for Bangkok.
Forest Isle, British str., for Samarang.
Haikou, British str., for Swatow.
Pet-habur, German str., for Nagasaki.
Totomu Maru, Japanese str., for Singapore.
Vashall, British str., for Yokohama.

DEPARTURES.

14th July.
CHINCHING, British str., for Shanghai.
CHINCHING, British str., for Shanghai.
CHIANG, German str., for Canton.
CHIANG, Russian str., for Foochow.
DRIFER, Norwegian str., for Canton.
GLENFARG, British str., for Bangkok.
HANCHING, British str., for Coast Ports.
HINSANG, British str., for Canton.
KNIERSBERG, German str., for Hoitow.
KOTOBIRA MARU, Japanese str., for Siam.
TEAN, British str., for Manila.
TORPEDO BOAT, Siamese man-of-war, for Siam.
TORPEDO BOAT, Siamese man-of-war, for Siam.
TORPEDO BOAT, Siamese man-of-war, for Siam.
TRIUMPH, German str., for Haiphong.
WINNEBAGO, British str., for Swatow.

SHIPPING REPORTS.

The British str. *Chingtao* reports: Fine weather was experienced throughout the trip. The British str. *Haitan* reports: Moderate to light S. W. monsoons, clear weather and smooth sea, showering near the latter port.

VESSELS IN DOCK.

July 14th.
ABERDEEN DOCKS—*Sorsogon*, Fiume, Court Field, *Prins Waldemar*, *Craneley*, *Katharine Park*, *Hoching*, *Lightning*.
COSMOPOLITAN DOCKS—*Mortlake*.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

Captain J. G. Olifent, will be despatched for the above ports TO-DAY, the 15th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD.

Agents

Hongkong, 13th July, 1908. 1051

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"GARNARVONSHIRE"

Will be despatched for the above ports TO-DAY, the 15th July, 1908, at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.

Agents

Hongkong, 13th July, 1908. 982

For VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH"

Captain MacLean, will be despatched for the above port TO-MORROW 16th July, 1908.

For Freight and further particulars, apply to

DODWELL & CO., LTD.

Agents

Hongkong, 14th July, 1908. 1037

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN"

Captain Bosch, will be despatched for the above ports on FRIDAY, the 17th inst., at 2 P.M. A red rate of 20 per cent. of First Class Fares to Foochow, will be made during the months of July, August and September.

For Freight or Passage, apply to

DOUGLAS LAGRAIK & CO.

General Manager

Hongkong, 14th July, 1908. 1058

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "SURUGA" 13th July.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents

Hongkong, 26th June, 1908. 762

FOR BOSTON AND NEW YORK VIA FORT'S AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SOHUYI KILL"

Capt. Anderson will be despatched as above on or about the 27th inst.

For Freight, &c., apply to

STAN. CO. OF NEW YORK

Oriental Freight Department,

(11, 1st Mansions).

Hongkong, 10th July, 1908. 1059

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	W. R. Hickey	SHEWAN, TOME'S & CO.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	P. & O. S. N. CO.	On 15th inst.	
LONDON & VIA THREE PORTS OF CALL	DEVANIA	Brit. str.	—	P. & O. S. N. CO.	On 25th inst., at Noon.	
LONDON & ANTWERP VIA SUB CANAL	GLENFARG	Brit. str.	—	J. Macgillivray	On 1st August.	
HAVRE & HAMBURG VIA STRAITS, &c.	LETHIA	Brit. str.	—	Macgillivray	On 26th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Brit. str.	—	HAMBURG-AMERICA LINE	On 2nd August.	
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Brit. str.	—	HAMBURG-AMERICA LINE	On 23rd August.	
HAVRE & HAMBURG VIA STRAITS, &c.	CALEDONIA	Brit. str.	—	HAMBURG-AMERICA LINE	On 21st inst., at 1 P.M.	
MALSEUILLES, &c., VIA PORTS OF CALL	SADE MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 22nd inst., at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAMISZ	Brit. str.	—	HAMBURG-AMERICA LINE	About 30th inst.	
MARSEILLES, ANTWERP & HAMBURG &c.	BINGO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 5th Aug., at D'light	
MARSEILLES, ANTWERP & HAMBURG &c.	CATHAY	Dan. str.	—	MELCHERS & CO.	Middle of September.	
MARSEILLES, HAVRE & COPENHAGEN	KAMO MARU	Jap. str.	—	SANDER, WIELER & CO.	On 12th Aug., at D'light	
GENOA, MARSEILLES, LONDON, &c., VIA SINGAPORE &c.	GOREBEN	Ger. str.	—	SHEWAN, TOME'S & CO.	To-day, at Noon.	
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	NIPPON	Aus. str.	—	STANDARD OIL CO.	On 11th Aug.	
MONTGOMIE	MONTSOSE	Am. str.	—	DODWELL & CO., LTD.	About 25th inst.	
SCHEUVENKILL	SCHEUVENKILL	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 15th inst.	
EMPEROR OF CHINA	SCHEUVENKILL	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 25th inst., at 4 P.M.	
VANCOUVER VIA SHANGHAI JAPAN	SCHEUVENKILL	Brit. str.	—	ON 8th Aug., at Noon.	On 21st inst., at 4 P.M.	
VANCOUVER VIA SHANGHAI JAPAN	SCHEUVENKILL	Brit. str.	—	ON 23rd inst.	On 18th Aug., at 4 P.M.	
VICTORIA B.C. & SEATTLE, WASH., &c.	SCHEUVENKILL	Brit. str.	—	ON 25th inst., at 5 P.M.	To-morrow, at 5 P.M.	
VICTORIA B.C. & SEATTLE, WASH., &c.	SCHEUVENKILL	Brit. str.	—	ON 21st inst., at Noon.	On 2nd Aug., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 23rd inst., at 4 P.M.	On 3rd Aug., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 25th inst.	On 7th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 27th inst.	On 4th Sept., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 29th inst.	TO-morrow, at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 30th inst.	ON 5th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 31st inst.	ON 6th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 1st inst.	ON 7th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 3rd inst.	ON 8th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 5th inst.	ON 9th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 7th inst.	ON 10th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 9th inst.	ON 11th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 11th inst.	ON 12th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 13th inst.	ON 14th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 15th inst.	ON 16th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 17th inst.	ON 18th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 19th inst.	ON 19th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 20th inst.	ON 20th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 21st inst.	ON 21st Aug., at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 22nd inst.	ON 22nd Aug., at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 23rd inst.	Middle of August.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 24th inst.	Quick despatch.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 25th inst.	ON 25th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 26th inst.	ON 26th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 27th inst.	ON 27th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 28th inst.	ON 28th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 29th inst.	ON 29th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 30th inst.	ON 30th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SCHEUVENKILL	Brit. str.	—	ON 31st inst.	ON 31st inst., at 4 P.M.</	

